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# Songkong Daily Press.

ESTABLISHED 1857.

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No. 14,363 號卷光陸百卷千肆萬壹第 日期十式上式年 壹緒光 HONGKONG, WEDNESDAY, APRIL 13TH, 1904. 壹年肆零 仔壹英港香 PRICE, \$3 PER MONTH.

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Hongkong, 14th August, 1903.

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The large CROQUET LAWN above the  
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Hongkong, 22nd March, 1904.

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Hongkong, 5th April, 1904.

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Terms: \$4 to \$10.00 per day.

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Hongkong, 6th May, 1903.

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Hongkong, 3rd December, 1903.

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Hongkong, 31st October, 1902.

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(HOTEL-SANITARIUM OF SOUTH  
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Comfortable accommodation for travellers

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[a607-1977]

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THE HONGKONG DISPENSARY.

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Correspondents must forward their names and addresses with communications addressed to the Editor,  
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All letters for publication should be written on  
one side of the paper only.

No anonymously signed communications that have  
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**BIRTHS.**

On the 25th March, at the London Mission, Weichan, the wife of the Rev. A. H. Butler, of a son (ALBERT LEE).  
On the 31st March, at Tientsin, the wife of A. H. WATTS, Engineering and Mining Co., Ltd., of a son.  
On the 1st April, to the Rev. G. W. and Mrs. SHIRLEY, at the Methodist Mission Compound, Ningpo, a son.

**DEATH.**

On the 31st March, at Tientsin, HAROLD VON MYERSEN.

**The Daily Press.**

HONGKONG OFFICE: 14, DESVOLIS ROAD CL.  
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 13TH APRIL, 1904

AMONGST the some important stipulations embodied in the Protocol of September, 1901, were understood to be those clauses which provided for the improvement of the navigation of the approaches to Chinese ports open to foreign trade. For many years the condition of these approaches had become a crying scandal, so serious indeed that not only did foreign interests suffer, but the revenues of the Empire were injuriously affected. The school of statesmen to which belonged the late Li HUNG-CHANG was, indeed, in these barriers a providential interference to preserve the isolation from foreign influences of China. The majority of Chinese statesmen merely looked on with calm indifference. China had got on very well with these impediments during the thousands of years covered by her history; surely this was self-evident proof that change was now superfluous. Meanwhile all the rest of the world was advancing; harbours elsewhere were being formed and enlarged, and accommodation for yet larger vessels everywhere provided. Under the stimulus thus given trade was everywhere growing in bulk, and nations once comparatively insignificant growing rich and important. China alone was standing still. Commerce, for its economical carrying on, annually

demanded larger ships; and to accommodate these harbour improvements were indispensably requisite, and a large portion of the revenues of the various states were regularly devoted to these improvements. China alone was content to see herself left in the background, with the result that her commerce was stagnating, and her importance amongst the nations rapidly disappearing. Nor was this all; the difference between Maritime China as she was, and China as she might be, was becoming so marked that the more covetous of the states were openly talking of dismemberment. China, they talked, had so mismanaged and wasted her resources that it was time that she should give way to more profitable nations. Such was the common language of the Continental Powers at the beginning of 1900; the events of the succeeding summer aggravated the situation. As the ruling powers at Peking were evidently bent on placing every possible obstacle in the way of foreign intercourse a special clause was introduced into the Protocol, providing for an improvement in the treaties already referring to the duties of the Chinese Government in regard to navigation. The three open ports of Tientsin, Shanghai, and Canton were more especially provided for. During the occupation of Tientsin the Provisional Government had already taken some steps towards the improvement of the Peiho River; a dredging plant had been obtained from Europe, and good commencement had been made by works undertaken with the object of gradually removing some of the inconvenient and dangerous bends which had for some years had the effect of completely closing the river to steamer traffic between Tongku and the Bund at Tientsin. It was stipulated that the works thus begun should be carried on till all the obstructions possible were removed. With regard to Shanghai, the inadvisability of placing the local improvement works in the hands of a body having its headquarters at Peking was fully recognised, and an elaborate scheme on the model of that recently proposed for the Port of London, wherein all interests, native as well as foreign, were to be represented, was drawn up and finally approved. This was so far carried out that the elections under the scheme actually took place, and everything seemed ready for the actual inception of the undertaking. At Canton the requisite measures were left to be undertaken under the authority of the Maritime Customs, while at Tientsin the works undertaken by the Allied Commissioners, it was understood, would be continued and the port rendered accessible at all times for ingoing steamers.

It is curious to see how all these well-laid schemes have been permitted to pass out of recollection, and affairs to drift back into their old state. At Shanghai, as mentioned above, the election provided for was actually held, and the new body of Conservators met and elected a Chairman. With this vast amount of business performed, the Conservators adjourned, and nothing more has been heard of them from that day to this, while the condition of the approaches has been steadily going from bad to worse. In Tientsin a couple of useless bends had been removed by cutting passages through the narrow necks of intervening land, with the result that the fairway of the river, which for the past four years had been blocked to ascending steamers, was fairly well cleared, and for the last twelve months or so a steamer, once over the Taku Bar, has found no difficulty in reaching the Tientsin Bund. With that all further progress has been practically suspended. Two of the worst bends, the work on which had been actually commenced in the early part of the last summer have been allowed to lie without any further steps being taken, while the Taku Bar, the clearing of which is of the utmost importance to the trade of the place, has been entirely neglected, and this year is in a worse state than ever, the ordinary vessels trading with the port being as a rule delayed three and four days owing to the want of any defined channel through the flats, which during the whole of the month of March did not at even the highest tides carry more than nine feet of water, the average being less than eight. The dredgers, it is true, are there, but the old excuse is still paraded, that there are no funds available to set them to work. Still more unsatisfactory is the state of affairs on the Whangpoo. Here the board was actually elected. The constituents, as was natural, seeing that the vast majority of the trade is in British hands, preferred to elect a British representative. This, though there was no suspicion of unfair dealing, gave offence to the German representatives, who for some incomprehensible reason desired to hold the controlling influence in the Board. Then a personal alteration arose as to who was to be Chairman. The United States Consul-

General had been elected in the manner provided in the constitution, but the Deputy Inspector-General conceived that his office entitled him to act as Chairman. It has been apparently found impractical to reconcile these two competing claims, and the unfriendly feeling displayed by the disappointed German element has intervened to prevent any adjustment of the difficulty. In Canton under the control of the Maritime Customs similarly nothing has been done. Thus the whole thing, which needed only a little good feeling and a genuine desire to set to work, has been wilfully shipwrecked on that biggest scase of modern time—the concord of the treaty Powers. It is of course difficult or impossible to see any way out of the difficulty, but the result is important as showing how utterly the new doctrine of concord between the Powers has broken down when applied to any useful or practical end. In theory it has been held that each sovereign Power should have equal rights and equal say, and were each to really work for its own proper interests such a contention might, of course, work towards a practical end; but this is not the case. As a rule, the smaller Powers, having practically no interests to be affected, range themselves on one or other of the greater Powers, generally on the side of that which makes them the most reckless of promises. It needs little divination to perceive the inevitable result. Russia, and the circle of Powers whom she succeeds in bringing round her, scoff, of course, at anything not pointing to Russia's personal aggrandisement. Germany, ever ready, in her strange fascination, to help her neighbour over the stile, provided only that she can thereby administer a check to England, whom she curiously affects to believe is her natural antagonist, has become an adept in the art of obstruction, so that the United States and England, who control the lion's share of the trade, and are both sincerely anxious to see the conditions improved, in all cases when by this unnatural "concord" things come to a vote find themselves irretrievably left out in the cold. Such is the strange effect of the concord which was, according to the sanguine admirers, to promote a state of universal peace, but which has already laid the foundations of what must at no great lapse of time prove to be the bloodiest and most revolutionary of wars yet seen.

H.M.S. Leviathan is now at Weihsien and will probably remain two months. H.M.S. Fearless has gone to Chemulpo.

General Sir William Nicholson and Sir Ian Hamilton and their staff were to be received in audience by their Majesties the Emperor and Empress of Japan on the 6th inst.

Mr. P. Phillips, of Lofong, has taken the vacancy, in the Imperial Maritime Customs office in Hongkong, rendered vacant by the death of Mr. F. R. Spence. The charge of Lofong Station has been taken over by Mr. Winckel, of Taishan.

Of seven hundred Japanese who have been wintering on the island of Sakhalin, twenty-two escaped to Hokkaido on the 4th inst. in a fishing boat across Soya Strait, the N.C. Daily News reports. Others are following. Soya Strait divides the southern point of Sakhalin from the northern point of Hokkaido.

The U.S. Army officer likes to be comfortable. The latest courtesy shown by the general officers, whose only burden when on the march are field-glasses and cigar-cases, is to furnish the privates with a telescope-bag in which to carry his personal effects on the march. The ordinary private thinks it would be more to the point to furnish himself with a piano-moving outfit.

The Superioress of the Italian Convent, in token of gratitude to the benevolent ladies and gentlemen for their valuable services so kindly undertaken on behalf of the orphans and invalids of the Convent at the *Al Fresco Fete*, wishes to express her most hearty and sincere thanks for their charity shown on that occasion. She wishes also to tender her warm thanks to the public who have so generously assisted this charitable aim, as well as to Colonel Birdwood and the officers for allowing their excellent band to play on the occasion, and for the kindness of the Star Ferry Co., in giving the launch free for the transport of the band.

Owing to the similarity of the China Merchants' S. N. Co.'s house flag to the Japanese Merchant flag—that of the C. M. S. N. Co. is a red flag with a yellow ball in the centre, while that of the latter is a white flag with a red ball in the centre—it has been decided by the Chinese Ministry of Commerce to make the following changes:—The China Merchants' flag will in the future be the usual square red flag with a yellow ball in the centre, but with the addition of two black dragons facing each other in the middle of the yellow ball (designated by the Chinese "Yellow Moon"). The foregoing flag is intended to distinguish the vessels of the China Merchants' S. N. Co. from Chinese trading vessels belonging to other owners who in the future are to fly a similar flag (red, with a yellow ball in the centre), but with only a single black dragon inside the yellow ball.

Viceroy Yuan Shikai is very anxious to start a Red Cross Society in China, and the necessary regulations are to be drawn up shortly by Prince Ching, it is said.

The cases of communicable disease reported in the Colony last week were—Plague 3 (Chinese), all fatal; enteric fever 1 (Chinese); small-pox 7 (5 Chinese, 1 European, 1 Filipino); 5 fatal.

A flour having bananas as its base, and called bananine, is being manufactured in London. Bread is made from it in the usual way, and the taste is said not to differ much from that of ordinary bread.

We are requested to state that the entries for the forthcoming Gymkhana close to the Hon. Secretary of the Gymkhana Club at 6 p.m. to-day at the Hongkong Club. The programme of races will be found in our advertisement column.

Viceroy Yuan Shikai has recently presented to the Emperor and the Empress Dowager eight sumptuously fitted motor-cars, painted and upholstered in the Imperial yellow, elaborately carved, and heavily gilded. Two are larger than the others and they are of course for the use of the Emperor and the Empress Dowager, while the smaller ones are for the use of the Empress and Imperial concubines.

The N.C. Daily News has the following:— "Sunday School Teacher—Where do bad people go? Pupil (who has studied Police Court reports)—To Hongkong." This is a joke for Shanghai, but none for us. How long are the local authorities going to remain apathetic in the matter? There is no reason whatever why we should tolerate this imposition, not being the dust-bin of the Far East.

Mr. F. S. A. Bourne, Assistant Judge, H.B.M. Supreme Court, Shanghai, having gone home on a holiday, Mr. J. C. E. Douglas is taking up the duties of Acting Assistant Judge, and Mr. H. Phillips, lately Vice-Counsel at Tientsin, takes Mr. Douglas' duties as Registrar, Police Magistrate, and Coroner. Mr. Bertram Giles, Assessor of the Mixed Court, is going to Canton as Vice-Counsel, as we have already announced.

Mr. Sugimura, Japanese *Chargé d'Affaires* at Mexico, reports to his Home Government that a strong protest, which he had preferred against the quarantine regulation specially enacted for the vessels and passengers arriving from the ports in Japan and China, was paid due attention by the Mexican authorities, and that vessels and passengers from Japan have now been made free from the control of the special quarantine regulation in that country.

In its Easter cricket matches Singapore beat Perak by an innings and 196 runs (316 against 59 and 59) and Penang by 72 (127 and 35 against 70 and 70). R. T. Reid and W. Dunman put over a 100 before the first wicket fell in the Perak match. H. W. Noon's bowling was most successful in both games, as he secured 13 wickets for 55 runs; Carver took 10 for 76, also for Singapore. C. G. May's batting was the most consistent, his scores being 77, 31, and 15.

The Chinese Boards of Revenue, War, and Commerce are drawing up a joint memorial to the Throne recommending the abolition of the old Courier Post Department and the handing over of the transmission of all Government and official despatches throughout the Empire to the Chinese Imperial Post established by Sir Robert Hart. The funds hitherto paid out for the support of the old Courier Post are recommended by the memorialists to be handed over to Sir Robert Hart for the extension of the new Postal Department in order to meet the requirements of the case.

Will it ever be necessary to introduce wooden blocks between our electric tram rails instead of cement? Judging by appearances some think it will; the cement seems to wear easily and break off at the side of the rails. A conference was recently held at Manila between the City Fathers and the railroad magnates regarding the streets of that city. The company now agrees to pave with wooden blocks, for the space between its rails and for eighteen inches on either side of the tracks, whenever the city shall pave the remaining breadth of the streets, the Escalera, Calle Rosario, Calle San Fernando, the Plaza Binondo, the Plaza Moraga, the Plaza Goiti, Calle Carriedo and Calle Echague. Anything is better than Manila's out-of-date cobble-stones, which make driving through the streets almost unbearable.

The False Statements (Companies) Bill which, as we recently stated, has been introduced into Parliament in conformity with the promise given by Mr. Balfour last Session, when the London and Globe case was under discussion in the House of Commons, proposes to extend the liability for false statements to every responsible official in the employment of, or connected with, a company; and imposes a penalty, on conviction, of imprisonment for a term not exceeding two years, or, in the discretion of the Court, for a fine not exceeding five hundred pounds. Further—and this is the most important feature—it is sufficient to constitute the offence that a director, or other official, should wilfully publish, or concur in publishing, a written statement or account, relating to the financial affairs or property of the company, which he knows to be false. Thus, when the Bill becomes law, it will no longer be necessary to prove that the false statements were made with the intent to deceive or defraud; it will be sufficient to show that they were false, and were published wilfully.

Arriving in San Francisco at the end of February on his way to the scene of hostilities, Mr. Richard Harding Davis, the American war correspondent, who is now representing *Collier's Weekly*, was of course interviewed. He believed that he would reach Japan in time to be with the first correspondents starting for the front; he was not far wrong in this. He had something to communicate about his own sympathies.

"So far as I am personally concerned," he said, "I have made up my mind to go to the Orient with my feelings for or against either side. I got into trouble in South Africa on account of my sympathy for the Boers, and I have formed the opinion that it is the duty of a war correspondent to take an unprejudiced view of things and report merely what happens."

**TELEGRAMS.**

**REUTER'S SERVICE.**

**THE ANGLO-FRENCH AGREEMENT.**

LONDON, 10th April.

The Anglo-French agreements are very generally approved of in Great Britain and France. The London Press, with the exception of the *Morning Post*, congratulates the Government on what it describes as the most satisfactory diplomatic incident recorded for centuries.

LATER.

The German Press regards the Anglo-French agreement with an unfriendly eye. The Italian Press rejoices at it.

**OBITUARY.**

LONDON, 10th April. The death of Isabella, ex-Queen of Spain, is announced.

**GERMAN SOUTH-WEST AFRICA.**

LONDON, 10th April.

The German forces in South-West Africa have had a severe but successful encounter with the Hereros. The Germans had 31 men and 1 officer killed, and 15 men and 1 officer wounded; the Hereros, 92 men killed.

**THE RUSSIAN NAVY.**

LONDON, 10th April.

Captain Grigorowitch, in command of the *Teazewich*, has been promoted to the rank of Rear-Admiral for gallantry in presence of the enemy, and has also been appointed Commandant of Port Arthur.

**AUSTRIA AND ITALY.**

LONDON, 10th April.

The Austrian and Italian Ministers have conferred for several hours at Abbazia.

**THE KAISER'S TOUR.**

LONDON, 10th April.

The Kaiser has landed at Malta.

**THE ANGLO-AMERICAN TROUBADOURS.**

Last night the Theatre Royal, City Hall, was again the scene of a vaudeville entertainment by Mr. M. B. Leavitt's clever company of "Anglo-American Troubadours." Last night's audience was hardly worthy of the merits of the Company, and it is to be hoped that better houses will be seen to-night and during the rest of the season—which is only a short one. Last night the appreciation shown by those who visited the Theatre was evidently sincere, and recalls were frequent throughout. In the first half of the programme the best items were distinctly Mr. J. V. Loggall, who, with a warmer reception, would certainly have done himself more justice, and Miss Violet Chard's dancing.

In the second part of the programme the exhibition of thought-reading was decidedly the best we have seen away from home.

Professor Zancig, of the Troubadours Company, will give a demonstration on Thursday evening, selecting subjects from the audience. On Friday evening he will hypnotise a subject for a period of 24 hours, to be placed, while in this state, in the window of Messrs. Ullman and Co., Queen's Road.

All Russia's energies are not monopolised by the war. A scientific expedition, organised by the Russian Ministry of Finance, was to leave for Abyssinia last month. The expedition, which has been fitted out at the request of the Emperor Menelik, will be under the leadership of M. Kournakoff, mining engineer, and its object will be to explore the surerous districts near the source of the White Nile. Another Russian expedition will proceed to Persia to survey the means of communication between Teheran and Bushire from the standpoint of the transport of merchandise.

Arriving in San Francisco at the end of February on his way

## SONS OF THE SEA.

[FROM A CORRESPONDENT.]

Sometimes there is a whole world of unsuspected significance behind the most casual commonplace. For instance, the unique Inland Sea of Japan, studded with thousands of little islands, is the home of myriads of boats and boatmen. It is almost impossible to find a piece of water in or near Japan without finding white sails dotted plentifully over it. The Japanese artist, who can seldom get his imagination to carry him beyond the realm of things he sees and knows, never depicts a featureless sea. Be it sunrise or sunset, moonlight or silver-gray mist, calm or storm, fjord or lake or rolling ocean, every piece of water has its sampans or junks, and sailor-men born.

The world at large knows this, to weariness perhaps, for one may live of Japanese screens and "the invariable white sails on the horizon." But the world seldom thinks that Japan probably excels all nations in sea population. That is a big thing to say. "Little Japan"—to lead the big Powers? To beat them hollow, to stand far in front of all the world?

Precise figures are not obtainable in any country, for "sea-going population" is a variable quantity. There are men who spend their lives in boats yet never get out of rivers and harbours. There are men who go to sea at times and at other times get shore employment. There are several other factors to consider, rendering any statistics open to challenge. So the comparison can only be approximate, and the deductions only general.

There are probably no seas in the world so crowded with fishing boats as the Japanese waters. The whole nation, over forty millions subsists on a fish-and-rice diet; probably no nation in the world eats as much sea-fish. The Chinese have also large numbers of sea-junks, along the coast from the Yangtze southward, but their total salt water population cannot compare with that of Japan; while North China and Corean waters are remarkably desolate by contrast.

There are great numbers of small craft to be seen in the Mediterranean, and along the coasts of the British Isles, and northern European countries, but nowhere do they appear in such countless swarms as off the coasts of Japan, not only in the Inland Sea, but out on the mighty Pacific, the misnamed ocean of terrific typhoons. Japanese trading schooners, and fishing and whaling craft of the bigger and bolder types, range from the Behring Sea, Kamchatka, and the Aleutian Islands, Alaska, and Vancouver, down to the Thursday Island pearl-ground, the palm-fringed coral islands of the cannibal Kanaka tribes, the Solomons, the Friendlies, the Marquesas, Fiji, and Tahiti, the Carolines, and the Great Barrier Reef. Not in their thousands, at these remote places, but if ever a longsome group of islets, out of the world entirely, have but one little trading schooner to visit them once in a year, it is an even chance that that one boat is a Japanese. And of the whalers, sealers, pearlbers, smugglers, "black-birders" or quasi-slavers, even pirates, roaming about the myriad islands of Melanesia and Polynesia, under captains of European blood, the crews are usually composed of a few Japanese and a mixture of all sorts.

Really I think it is out of the question to estimate the numbers of these Oriental Vikings; I do not suppose anyone in Japan knows. As a tangible factor in the present war the material aspect in the Pacific archipelagoes may not have any direct value at all. But as an indication of the spirit of the Japanese race, and the character of the opposition Russia is likely to meet, the vast Pacific Ocean certainly tells a tale. It is almost the tale of our British Howards, Drakes, Frobshers, Grevilles, Raleighs; as they were found in every corner of the north and south Atlantic, the Japanese are in every corner of the Pacific. There are some differences; I will not try to press the parallel too far, but so far as Russia is concerned there is only too much truth in it. For Russia has practically no "sons of the sea." Her Baltic sailors are mostly Finns and Swedes, good sturdy fellows, but utterly lacking in "go." Her Black Sea sailors are Crimeans and Levantine riffraff. Her Pacific sailors are almost non-existent. She has a good length of Pacific coastline, peopled by half-Eskimo tribes, and the only fishing that is done in these waters is done by Japanese. The Russians proclaim laws to exclude them as Spain made laws to exclude British ships from trading with Spanish America; and the Japanese incessantly poach, smuggle, trespass, pirate, fight, and do everything in Russian waters that Englishmen did in Spanish 500 years ago. Only the Government of Japan, being of the Twentieth Century, disapproves, and prevents such misconduct when it can. But Russia has no maritime population out here. There is no sea spirit in Russia. She spends money freely, trying to force some sort of maritime growth; but her people do not take to it. It is as hopeless as if a duck hatched a lot of pheasant eggs and tried to teach the chicks to swim. Nature is not a mere garment, to be put on or taken off, to be scissored and sewn and trimmed at will. Russia crying ceaselessly for ice-free ports, access to open water, merchant marine expansion, and naval power, is a great overgrown baby crying for the moon.

The Japanese, even those who are not sailors by profession, are familiar with the idea of braving the sea in all its moods; danger is to them a thing to play with, to laugh at, to glory in; if Death claims his own, every now and then—well, that is part of the game. Centuries of the Samurai régime, and familiarity with the swift "swish" of the two-handed sword, generation after generation, gradually eliminated from the Japanese race all regard for the value of life, all notion of the terror of death. Death is to these people a much lighter matter than

many of the troubles of life. In fact, death is nothing to them. A Japanese, standing carelessly on a railway crossing, may be just dragged aside in time to avoid a train by an inch; he laughs hugely. It is the biggest joke he has come across for a long time! This utter callousness often angers the foreigner greatly. But it has a real value, at the right time and place. It is the foundation stone of intrepidity. It is this, and this alone, that makes a race of men defy the sea and conquer it, as none have done except the Anglo-Saxon and Japanese; and who does that, can conquer all.

## NOTES FROM THE BOTANIC GARDENS.

Perhaps the most attractive part of the New Gardens is the upper terrace. Here on the warmest days in summer the refreshing breeze from Victoria Gap seldom fails. From the shady seats among the palms charming views of the harbour can be seen, and behind it Tsimshau. Here, too, in consequence of the comparative retirement of the spot, birds and butterflies are at their best. Just now flocks of small wrens can be seen on any fine morning busily engaged upon the scarlet *Erythrina* flowers. What the little creatures find there to occupy them so closely it is hard at first to say. Upon close inspection they appeared to be pecking small holes in the base of each flower. This is probably to obtain the honey that abounds there; no insects could be found in any of the flowers examined.

Looking down through the trees one can still see the wonderfully vivid masses of red Azaleas, which the skill of the makers of the garden has provided in a continuous succession of flowerings from week to week.

The shrubs and trees above the path likewise deserve their share of attention. The curious *Javan Osteos paniculata* is just about to expand its flowers which hang in numberless festoons from the bare part of the branches behind the leaves. *Gardenia globosa*, a South African shrub, now covered with large flowers, grows a little further along, with a species of *Stenocarpus*, also in full flower, near by.

## SUPREME COURT.

Tuesday, 12th April.

## IN ORIGINAL JURISDICTION.

BEFORE HIS HONOUR SIR WILLIAM M. GOODMAN (CHIEF JUSTICE).

The hearing was continued in the cross-action by Cheung Kam Tin against C. Ewens, solicitor, for \$94,382.04, being the difference between the value of 1,800,000 square feet of land and 100,472 square feet of land at 5½ cents per square foot with costs of \$908 paid to the defendant as plaintiff's solicitor.

Hon. H. E. Pollock, K.C. (instructed by Mr. G. Hall Bruton, solicitor, appeared for the plaintiff, and Mr. E. H. Sharp, K.C. (instructed by Mr. R. Harding, of Messrs. Ewens and Harston, solicitors, acting under power of attorney from Mr. J. Scott Harston), represented the defendant.

The hearing of the case lasted all day, and in the evening an adjournment was made.

## POLICE COURT.

Tuesday, 12th April.

BEFORE MR. H. H. J. GOMPERTZ (ACTING POLICE MAGISTRATE).

## ALLEGED ARSON.

A Chinaman was charged with arson in connection with the fire at No. 138, Wellington Street on Saturday. It is said that he was employed as a watchman at the house in question, but after the fire took place was not to be seen. Next day he went to work repairing shoes in the street, and he was arrested. The case was remanded till Saturday; bail in the sum of \$750 allowed.

## A YOUNG VAGRANT.

A youth of 19 years of age, a vagrant, during the night climbed over a six-foot fence into Spring Garden's Arsenal, where he was arrested. He pleaded guilty, and, in answer to an information, said he had come here half a moon ago. After three months he will be banished.

BEFORE MR. J. H. KEMP (SECOND POLICE MAGISTRATE).

## A PAWNBROKER FINED.

A Chinaman was charged by P. S. O'Sullivan with unlawfully neglecting to paint his name in English and Chinese over his three pawnshops. He was fined \$15 for each count.

## SEVERELY WOUNDED.

A Chinaman who had had an eye knocked out in an opium-divan brawl appeared as complainant against the man with whom he fought. Defendant was sentenced to six months' hard labour.

## ALLEGED MURDER.

Abdul Kalick, an Indian, again appeared before Mr. Kemp in connection with the murder of an Indian watchman near Canton, and the case was once more remanded. Mr. A. J. Major, of His Britannic Majesty's Consulate at Canton, handed the magistrate papers in connection with the case, and an Indian gave evidence as to the man's identity.

BEWARE of the party offering Imitations of Macnevin & Cameron's Pens. "They come as a boon and a blessing to men, The Pickwick, the Owl, and the Waverley Pen." Sold at all Stationers.

MACNEVIN &amp; CAMERON, LTD., Waverley Works Edinburgh. [402-3]

## CORRESPONDENCE.

## MEDIocre SCHOOLBOYS.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 11th April.

SIR.—Apropos of the remarks of Mr. Shawan as to the class of examination required to be passed by candidates for the China Colonial Service, I enclose you a few questions taken at random from last year's paper:

"Write an essay on one of the following subjects:—The authority of conventional form and methods in imaginative Art; or, Centralisation as illustrated by the history of England and France; or, No man was ever written down but by himself; or, Numerical precision is the soul of science."

"Give clearly and fully Rousseau's argument in favour of the inalienable sovereignty of the people, together with the answer of either Burke or Comte. Was Rousseau's doctrine compatible with the establishment of the Napoleonic Empire in France?"

"Write a Latin essay on the theory of Polybius that in the Roman Republican constitution Monarchy, Aristocracy, and Democracy were evenly mingled; or, The pessimistic spirit in the Roman literature of the early Empire."

"Illustrate from inscriptions the salient points in the policy and administration of Claudius."

"Note with the aid of a map the political changes in the Balkan Peninsula after 1815."

"Contrast the Cyrenaican and Epicurean conception of happiness, and explain the reasons for the antagonism of Plato and Aristotle to the Cyrenaic doctrine."

"Critically compare Berkeley's doctrine concerning the nature of space with that of (a) Kant or (b) Spinoza."

"These are only a few of the questions on a few of the subjects of the examination, and although there may be a question as to their practical utility for Colonial Civil servants, there can, I think, be no doubt that they could not be answered by Mr. Shawan's 'mediocre schoolboys.'—Yours, obediently,

AN ORDINARY LAYMAN.

## SHORTHAND.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 11th April.

SIR.—Your correspondent "Pitmanite" quotes the *Phonetic Journal* and the so-called Managing Proprietor of the Bombay Shorthand and Typewriting Co. Now, I will quote a letter from this identical native Indian, who wrote to me a letter which I have in Hongkong. "Your 'Up-to-date' Shorthand is much superior to Pitman's, as it is a combination of that and other systems in vogue; many of my students would be glad to learn your system under my hands."

I refused to license this native Indian, to teach. Then he got together three pupils of mine, known to me as "can't do it" kind of boys, who invented the statements referred to in the *Phonetic Journal*. I have in this town all the printed matter referred to, and Pitmanite of London are now in possession of the facts. Let all correspondents give their own opinion and state their name and address and not sign as "X Y Z" "Pitmanite," "Phonographer," "Patentoster Row," &c. These letters may be from 1, 2, or 3 men; but, whoever he, she, or they may be, they don't know what they are writing about. I repeat that parents are cruel and most unwise, and the pupils themselves are idiots, who take up a 68 year old system, which is known to take years to master, whereas the "Up-to-date" may be learned in from 6 to 12 weeks at 1/10th the cost. We never read in the *Phonetic Journal* about the American systems which for years have been known to be superior to Pitman's. I frankly admit that the 7 inventors of the "Up-to-date" shorthand have accepted, copied, stolen, borrowed, or any term you like, all the good features from over 40 systems, and have rejected the bad. We have very little of Pitman's, as we found it so obsolete. To wind up this controversy I am willing to stake a thousand dollars or any smaller amount and the winning pupils to have one-half such sum, viz. for 6 "Up-to-date" shorthand pupils with 6 weeks' teaching to have a public contest on a speech or sermon, new matter, with 6 Pitman students of 6 months' teaching. I await further correspondence.—I am, Sir, &c.

WARWICK PEELE.

TO THE EDITOR OF THE "DAILY PRESS."

SIR.—As a supplement to my letter of yesterday's date, and in further reply to "Phonographer" of this day's issue, I must say that he takes up a column with little purpose. If he has examined some other systems, as he states, why not the "Up-to-date"? But he again admits "he knows nothing of this system"—then, in the name of common sense, why does he write you a column? Let someone write you on the subject after they have tested the "Up-to-date" and found it a success or wanting. No half-course students; none who take up a study with a rush and drop it; let them go through the 21 lessons, have patience and be fair and just, and don't show such ignorance in writing on a subject they are babies at. I don't want "Phonographer" to naturally gratify me with his name, but the public do so, and to bring this man out of his shell, let him come, &c.

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TO THE EDITOR OF THE "DAILY PRESS."

## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

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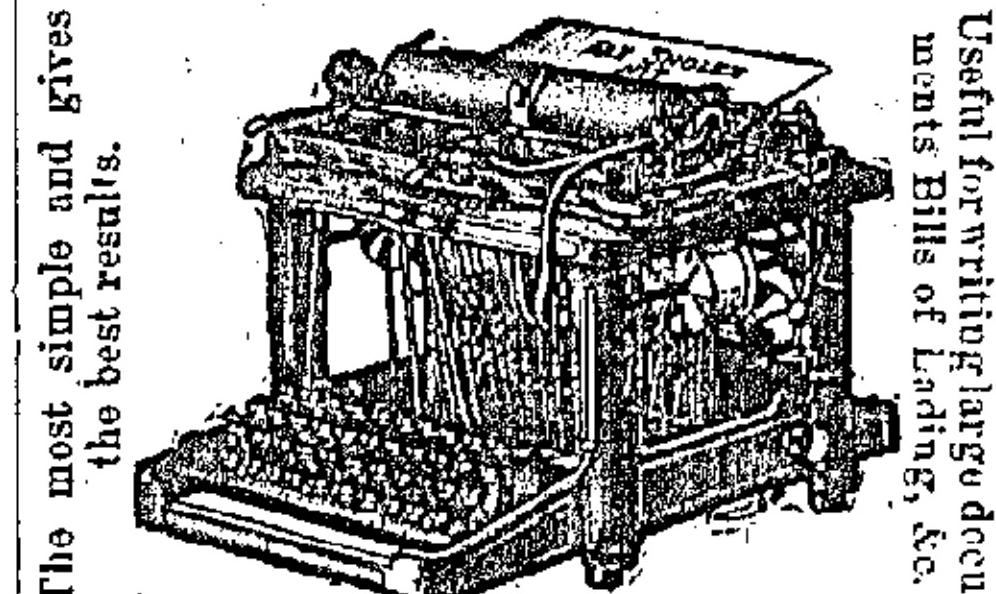
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Hongkong, 13th April, 1904. [993]

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Hongkong, 13th April, 1904. [991]

CLUB CONCORDIA.

**T**HE ARCHITECTS concerned are hereby notified that the Building Committee have agreed to extend the time for the plans of the New Club Building from the 15th to the 25th inst.

By Order,

THE SECRETARY.

Shanghai, 7th April, 1904. [992]

PUBLIC AUCTION.

**T**HE Undersigned have received instructions to sell by Public Auction (FOR ACCOUNT OF THE CONCERNED), TO-DAY (WEDNESDAY), the 13th APRIL, 1904, at 11 A.M., at their SALES ROOMS, No. 8, Des Voeux Road (Corner of Ice House Street),

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Hongkong, 13th April, 1904. [993]

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FROM CALCUTTA, PENANG AND SINGAPORE.

**T**HE Steamship "GREGORY APCAE," having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impounding the discharge will be landed at once, at Consignees' risk and expense.

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Hongkong, 12th April, 1904. [996]

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## AUCTION

## PUBLIC AUCTION

**T**HE Undersigned have been favoured with instructions to Sell by Public Auction, TO-MORROW (THURSDAY), 14th APRIL, 1904, at 3 P.M., for and on Account of the Concerned (About)

607 tons CARDIFF COAL now stored on Marine Lot No. 50 Mung Kok Tsui.

The sale will take place on the Spot and a Steam Launch will leave Blaikie Pier at 2.30 P.M. to convey intending purchasers.

TERMS.—Prompt Clearance.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 12th April, 1904. [997]

## NOTICE TO KOWLOON RESIDENTS.

**E**XTRA COPIES of Daily Press are on sale daily at Mr. H. RUTTENJEE'S KOWLOON STORE, No. 36, Elgin Road

Price 10 cents per copy cash.

Hongkong, 22nd December, 1903. [9518]

## NOTICE TO KOWLOON RESIDENTS.

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Hongkong, 12th April, 1904. [997]

## NOTICE TO CONSIGNNEES.

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Amoy, 3rd December, 1903. [78]

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Hongkong, 12th December, 1903.

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Hongkong, 19th March, 1904. [78]

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"ST. GEORGE'S HOUSE,"  
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EXCELLENT Tabla, Every home comfort.  
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For terms, apply to—  
MRS. G. SACHSE,  
"St. George's House."  
Hongkong, 17th March, 1903. [70]

"TANG YUEN"  
BOARDING ESTABLISHMENT.  
European Supervision. Excellent Cuisine  
and Accommodation.  
Apply— MANAGERESS,  
McDonnell Road

FAIRALL & CO., Queen's Road  
Hongkong, 2nd March, 1903. [71]  
BOARD AND RESIDENCE.

COMFORTABLY FURNISHED  
ROOMS, with Board.  
Apply to Mrs. MATHER,  
2, Pedder's Hill.  
Hongkong, 1st January, 1903.

**HONGKONG  
BUSINESS DIRECTORY.****BOOKBINDING**

"DAILY PRESS" OFFICE,  
The only office in China having European  
taught workmen. Equal to Home Work

**JEWELLERS**

MAISON LEVY HERMANOS  
Diamond Merchants and Watchmakers, 40  
Watson's Building, Queen's Road. Also  
at Shanghai, Manila, Paris and Ibo.

**PHOTOGRAPHER**

M. MUMBEYA, JAPANESE ARTIST.  
Bronide and Crayon Engravings and  
also colouring Photos and relief Photos.  
Views of China and Manilla. Work  
done for Amateurs; No. 84, Queen's  
Road Central.

**PRINTING**

"DAILY PRESS" OFFICE  
Proofs read by Englishmen.

**STOREKEEPERS**

E. BLACKHEAD & CO.  
Navy Contractors, Sailmakers, Provision  
and Coal Merchants, Sole Agents for  
Hartmann Rahn's Genuino Com-  
position Red Hand Brand.

EISMARCK & CO.  
Navy Contractors, Ship Chandlers,  
Provision and Coal Merchants, Sail-  
makers, &c. Fresh Water supplied to  
Vessels in the Harbour

KWONG SANG & CO.,  
Shipchandlers, Sailmakers, Provisioners,  
Coal Merchants, Hardware, Engineers'  
Tools, Brass and Iron Merchants,  
144, Des Vaux Road.

**HONGKONG GYMKHANA  
CLUB.**

**PROGRAMME**

OF  
THE FIRST MEETING  
TO BE HELD AT THE HAPPY VALLEY,  
ON  
SATURDAY, 23rd APRIL, 1904.

4.20 p.m. 1. THE GRANTHAM CUP.—Presented by Hart Buck, Esq. For all subscription griffins of any season that have never won an official race. Weight for inches as per scale. Un-placed runners allowed 5 lbs. Jockeys that have won an official race in Hongkong or China 2 lbs. extra; non-winning Jockeys allowed 5 lbs. Entrance \$5. 5 Furlongs.

4.20 p.m. 2. THE EAST POINT CUP.—Presented by the Hon. C. W. Dickson. For all China Ponies weight for inches as per scale. Winners of an open race or open griffin race 5 lbs. extra; non-winning subscription griffins allowed 5 lbs. Jockeys penalties and allowances as per Race No. 1. Entrance \$5. From the two mile post once round and in.

4.40 p.m. 3. THE "ICHIBAN" CUP.—Presented by G. C. M. Master, Esq. Hurdle race. For all China Ponies. Weight 11 stone. Jockeys' penalties and allowances as per Race No. 1, but winners of a hurdle race or steeplechase on an off day at Shanghai or Hongkong to be treated as winning Jockey. Entrance \$5. From the grand stand, twice round and in.

5 p.m. 4. POLO PONY SCURRY.—For a Cup presented by the Club—Open to all bona fide polo ponies passed assay by the Committee of the Club. Catch weights not less than 11 stone. Best of three heats, to run without dismounting, each from the distance post. Entrance \$5.

5.25 p.m. 5. THE GYMKHANA CLUB CHALLENGE CUP.—Value \$5, (not less than \$200). For all China Ponies. Weight for inches as per scale. Penalties and allowances as per Race No. 2. Jockeys' penalties and allowances as per Race No. 1. To be won by the pony scoring most marks in the races for the Cup by the end of the Club's session, counting 4 for a first, 2 for a second and 1 for a third. The benefit of marks already scored to pass with the pony on a sale. Any winner of the race to carry 5 lbs. extra for each win in subsequent starts for the Cup; penalties accumulate up to 15 lbs. Five to start or no race. Entrance \$5 to go in the purchase of a memento to the winner of each race. One mile.

5.45 p.m. 6. THE "PRIMROSE" CUP.—Presented by J. H. Lewis, Esq. For all China Ponies that have won no flat race of any description since the 1st January 1904. Weight for inches as per scale. To be ridden by Jockeys that have not yet an official race in Hongkong or China. Entrance \$5. Half mile.

Entries (which must state the name, owner, colour, height and colour of pony entered, and be accompanied by the necessary fees) close to the Honorary Secretary at the Hongkong Club at 6 p.m. on Wednesday the 13th April, 1904.

The Committee reserve the right to declare off any race for which there are not at least five entries and three starters.

Attention is drawn to the rules of the Club providing that (a) No person shall be a member of the Club unless he is a member of the Hongkong Jockey Club; (b) All members of the Hongkong Jockey Club shall be eligible for election without ballot; and (c) No person unless he is a member of this Club shall be eligible to ride or run any pony at any Gymkhana meeting. Notice of intended membership should be sent to the undersigned.

F. B. DEACON,  
Honorary Secretary and Treasurer.  
Hongkong, 4th April 1904. [93]

**HIRANO WATER.**

THE QUEEN OF TABLE WATERS.  
PURE, SPARKLING, INVIGORATING

THE LEADING MINERAL WATER OF THE EAST  
Bottled in Japan by H. E. REYNELL & Co.

BEWARE OF JAPANESE IMITATIONS.

F. BLACKHEAD & CO., AGENTS.  
Hongkong, 31st July, 1903. [144]

RUINART PERE & FILS, REIMS

Established 1719.  
CHAMPAGNE GROWERS AND  
SHIPPIERS.

Ship only the Finest Quality

Extra Dry (Green Seal)

LAUTS, WEGENER & CO.

Sole Agents.

Hongkong, 18th May, 1903. [50]

**LAT. TELEGRAMS.**

[VIA CANADA.]

**THE DISASTER TO BRITISH SUBMARINE.**

Portsmouth, 18th March.  
The British submarine boat, No. A1, was run down and sunk off the Nab Lightship to-day, by a Donald Currie Liner, and eleven persons were drowned, including Lieutenant Manshergh, the Senior Officer engaged in submarine work. The liner passed on and reported that she had struck a torpedo. At the time she was struck, the vessel was off the lightship engaged in manœuvres, and was lying in seven fathoms of water, awaiting the approach of a battleship. The boat was one of the newest of the fleet of submarine vessels, and was built from the latest models, but had always been a bad diver. She was inspected recently by both the King and the Prince of Wales.

Portsmouth, 18th March.  
The name of the Donald Currie Liner which struck the submarine boat is the *Berwick Castle*, from East London, South Africa. The loss of the boat was not known for some hours after the liner had reported to the manoeuvring fleet that she had struck a torpedo. The officers of the liner say that they saw a glistening torpedo-like hull in the water, and it is supposed, therefore, that the submarine boat rose just before she was struck. The officers of the fleet did not suppose for the moment that the submarine boat had been struck, and continued operations, expecting that the vessel would reappear. Finally, a search was made, and the breaking of the waves revealed the presence of the ill-fated boat. There is no doubt that all the crew died in their steel tomb. It is presumed that the *Berwick Castle* in striking upset the trim of the boat, and spilled the gasoline in her tanks, rendering her helpless. The crew were battened down, and must have met a terrible fate from suffocation in the absence of air and owing to the fumes of the gasoline.

THE "DMITRI DONSKOI".  
London, 17th March.  
Answering a question in the House of Commons to-day regarding the movements of the Russian armoured cruiser *Dmitri Donskoii* in the Mediterranean, her searching of merchant vessels, etc., after returning from Suez, and as to what steps His Majesty's Government proposed to take to stop these operations, Mr. Balfour, while admitting the grave importance of the question, said he must have time to enquire into the facts before he would be able to give a complete answer.

RAILWAY DEVELOPMENT OF THE PHILIPPINES.  
Washington, 17th March.  
Secretary Taft continued his discussion on Philippine matters to-day before the House Committee on Insular Affairs. Concerning the Cooper Bill, which guarantees 4 per cent. on an investment of \$4,000,000 in railroads in the islands, the Secretary stated that he visited New York last week and had been assured by capitalists there that they would go into the enterprise if the United States Government would insure a certain income on the investment. If Congress wanted to build these roads, he said, the Commission undoubtedly would undertake it. His own views, however, were against this policy, on account of the complications, such as liability to employees. Secretary Taft and Secretary Root had consulted with Sir William Van Horne, of the Canadian Pacific, who is building railroads in Cuba. Sir William suggested that two engineers make an original investigation, and the result of this work is given in a report which Secretary Taft submitted to the Committee. A trunk line was suggested in the north of the Island of Luzon, and a line in the southern end. The projected road in the south of the island, Secretary Taft believed, would pay from the beginning, for a mileage of between 700 and 800 miles; \$25,000,000 or \$30,000,000 would be the cost. A 4 per cent. burden on the Philippine Treasury on this investment would be about \$1,000,000 a year. The Secretary believed that could be paid without hardship.

COLONIAL AGGRESSION.  
Washington, 18th March.  
The Colombian Legation here has been closed, and Dr. Thomas Horan, *Charge d'affaires*, will leave the United States for his former home in Medlin, in two or three weeks. Future communications between the Colombian Government and the State Department will be conducted through the Colombian Consul-General at New York. The closing of the Legation is the direct result of the secession of Panama and the negotiation of the Isthmian Canal Treaty.

It is thought that a considerable time will elapse before the Colombian Government again nominates a Minister to Washington, as the feeling in official circles at Bogota is still very bitter.

THE "DARTRING" LANOLINE.

London, 17th March.  
The Undersigned, having been appointed AGENTS for the above Company, are prepared to accept RISKS at Current Rates.

HOLLAND-CHINA TRADING CO.  
Hongkong, 26th November, 1903. [2160]

LUNION OF PARIS FIRE INSURANCE COMPANY, LIMITED.

THE Undersigned having been appointed AGENTS for the above Company are prepared to accept Risks against Fire at current rates.

SIEMSEN & CO.  
Hongkong, 1st January, 1904. [1]

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LA-CHAPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to accept RISKS against FIRE at current rates.

DOUGLAS LAPRAIK & CO.  
Agents for the Phoenix Fire Office  
Hongkong, 17th August, 1903. [120]

PHOENIX FIRE OFFICE.

The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.

DOUGLAS LAPRAIK & CO.  
Agents for the Phoenix Fire Office  
Hongkong, 17th August, 1903. [199]

THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA.  
INCORPORATED 1851.

Cash Security ... \$625,719

Total Losses Paid ... \$46,769,240

THE Undersigned having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

WM. MEYERINK & CO.  
Hongkong, 18th May, 1903. [194]

NORTHERN ASSURANCE CO.

FIRE and LIFE.

ESTABLISHED 1836.

THE Undersigned are prepared to accept FIRE at Current Rates.

Also to accept proposals for LIFE ASSURANCE. Prospects on application.

TURNER & CO.  
Agents.

Hongkong, 23rd September, 1903. [267]

THE WESTERN ASSURANCE COMPANY OF TORONTO AND LONDON.  
INCORPORATED A.D. 1851.

COLONIAL MARINE BRANCH.

THE Undersigned having been appointed AGENTS for the above are prepared to accept risks at current rates.

ALEX. ROSS & CO.  
Hongkong, 19th March, 1904. [784]

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31ST DECEMBER, 1902  
£16,378,771.

I. AUTHORIZED CAPITAL... £3,000,000 0 0  
SUBSCRIBED CAPITAL... 2,750,000 0 0  
PAID-UP CAPITAL..... 687,500 0 0  
II. FIRE FUNDS..... 2,867,215 14 10

The Undersigned AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO.  
Agents.

Hongkong, 19th June, 1903. [188]

"THE EAST OF ASIA."

## SHIPPING.

## ARRIVALS.

April 11, BEAUBUREAU, British str., 2,740. Kotley, Moji 6th April. General—BRADLEY & CO.
April 11, HONGKONG, French str., 742, A. Suzou, Haiphong and Hoioh 10th April. General—A. R. MARTEY.
April 11, HUNTER, British steamer, 1,640. John D. Daintree, R.N., Shanghai 7th April.
April 12, BJORN, Norwegian str., 722, A. N. Christensen, Cebu 7th April. Hides— ORDER.
April 12, BRITISH TRADER, British str., 2,170. R. E. Hutchinson, Barry 25th Feb. Coals— ADMIRALTY.
April 12, IMPERIAL OF INDIA, British str., 3,632. O. P. Marshall, Vancouver 21st March and Shanghai 9th April. Mails and General— C. P. R. CO.
April 12, GREGORY APCAR, British str., 2,940. J. G. Olfert, Calcutta via Straits 26th March. General—D. SASSON & CO. LTD.
April 12, HAMBURG, German str., 6,697, E. Burmeister, Shanghai 9th April. General— MELCHERS & CO.
April 12, HOPSON, British str., 1,359, J. M. Hay, Saigon 8th April. General—JARDINE, MATHESON & CO.
April 12, MALACCA, British str., 2,615, A. F. Street, Shanghai 9th April. Mails and General—P. & O. S. N. CO.
April 12, QUEEN LOUISE, British str., 2,170. Nicol, Cardiff 19th Feb. Coals—DODWELL & CO. LTD.
April 12, TAISHAN, British steamer, 1,211, J. Jenkins, Saigon 7th April. Rice—BRADLEY & CO.

CLEARANCES.  
AT THE HARBOUR MASTER'S OFFICE.  
12th April.

Hue, French str., for Kwangchauan.  
Macau, British str., for London.  
Orion, British str., for Kutchintza.  
Telemachus, British str., for Saigon.  
Triumph, German str., for Swatow.  
Tsintan, German str., for Hoitow.

## DEPARTURES.

12th April.

ACHILLES, British str., for Shanghai.
AN PHU, British str., for Amoy.
CARL MENZELI, German str., for Tsintan.
EDENDALE, British str., for Saigon.
HAITAN, British str., for Coast Ports.
HUGIN, British str., for Kobe.
ISMAILA, British str., for Kobe.
ITAURA, British str., for Kaungon.
JASON, British str., for Shanghai.
TAISHUN, Chinese str., for Shanghai.
TAKSANG, British str., for Canton.
YUENSANG, British str., for Manila.

## VESSELS IN DOCK.

12th April.

ABERDEEN DOCKS.—H. I. G. M. S. Mace.
KOMAON DOCKS.—H. I. G. M. S. Mace.
METROPOLITAN DOCK.—

VESSELS ON THE BERTH  
FOR ILOILO.

## THE Steamship

"PRONTO."

Captain Grandt, will be despatched for the above port on SUNDAY, the 17th inst., at DAYLIGHT.

For Freight, apply to

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 11th April, 1904.

COMPAGNIE DES MESSAGERIES

MARITIMES.

PAQUEBOTS—POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND

YOKOHAMA.

THE Company's Steamship

"POLYNESIEN,"

Captain Le Coipelier, will be despatched for the above ports on or about MONDAY, the 18th instant.

For Freight or Passage, apply to

G. DE CHAMPEAUX,

Agent.

Hongkong, 12th April, 1904.

COMPAGNIE DES MESSAGERIES

MARITIMES.

PAQUEBOTS—POSTE FRANCAIS.

NOTICE.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA,

COLOMBO, ADEN, EGYPT,

MARSEILLES, MEDITERRANEAN

AND BLACK SEA PORTS,

LONDON, HAVRE, BORDEAUX;

ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 19th April, 1904,

at 1 P.M., the Company's Steamship

"SALAZIE," Captain Negre, with

Mail, Passengers, Specie and Cargo, will leave

this Port for MARSEILLES via Ports of

Call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for Lon-

don as well as for Marseilles, and accepted in

transit through Marseilles for the principal

places of Europe.

Shipping Orders will be granted till NOON

only on Monday, the 18th April. Specie and

Parcels received until 4 P.M. on the same day.

No Cargo will be received on board on Tuesday.

Parcels are not to be sent on board; they

must be left at the Agency's Office. Contents

and Value of Packages are required.

For further particulars, apply at the Com-

pany's Office.

G. DE CHAMPEAUX,

Agent.

Hongkong, 8th April, 1904.

NATAI LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS

in CHINA and JAPAN for the above Line

are prepared to issue THROUGH BILLS

OF LADING for all the principal ports in

SOUTH ASIA, in connection with Ins-

CHINA SITAM NAVIGATION CO.'s fortnightly

service home to CALCUTTA. Sailing from

CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars,

apply to

DODWELL &amp; CO., LIMITED,

General Agents for China and Japan.

Hongkong, 4th August, 1897.

NOT RESPONSIBLE FOR DEBTS.

NEITHER the CAPTAIN, the AGENTS, nor

the OWNERS will be RESPONSIBLE

for any DEBT contracted by the Officers or

the Crew of the following Vessels during the

stay in Hongkong Harbour.

ARROW, British 4-m. barque, McDonald

Standard Oil Co.

LYNDHURST, British 4-m. barque, Parnell

Standard Oil Co.

## VESSELS ADVERTISED AS LOADING.

DESTINATION	VEHICLE'S NAMES	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP, VIA SINGAPORE, &c.	MALACCA.....	Brit. str.	A. F. Street.....	P. & O. S. N. CO. ....	To-day, at Noon.
LONDON, &c., VIA PORTS OF CALL.....	BENGAL.....	Brit. str.	G. Phillips.....	P. & O. S. N. CO. ....	23rd inst., at Noon.
LONDON & ANTWERP.....	TELEMACHUS.....	Brit. str.	BUTTERFIELD & SWIRE .....	BUTTERFIELD & SWIRE .....	26th inst.
LONDON & ANTWERP.....	ANTENOR.....	Brit. str.	BUTTERFIELD & SWIRE .....	BUTTERFIELD & SWIRE .....	10th May.
MARSELLES, &c., VIA PORTS OF CALL.....	SALAZIE.....	Fren. str.	Negra.....	MESSAGERIES MARITIMES .....	19th inst., at 1 P.M.
BREMEN, VIA PORTS OF CALL.....	HAMBURG.....	Fren. str.	Burmeister.....	MELCHERS & CO. ....	To-day, at Noon.
HAMBURG.....	BRISGAVIA.....	Ger. str.	Schulke.....	HAMBURG-AMERIKA LINIE .....	14th inst.
HAVRE & HAMBURG.....	DOBRA.....	Ger. str.	Dobra.....	HAMBURG-AMERIKA LINIE .....	8th May.
HAVRE & HAMBURG.....	GRANMEYER.....	Ger. str.	Granmeyer.....	HAMBURG-AMERIKA LINIE .....	17th May.
HAVRE & HAMBURG.....	STERN.....	Ger. str.	Stern.....	HAMBURG-AMERIKA LINIE .....	31st May.
HAVRE & HAMBURG.....	MADSEN.....	Ger. str.	Madsen.....	HAMBURG-AMERIKA LINIE .....	14th June.
STRASSBURG.....	FOREK.....	Ger. str.	Forek.....	HAMBURG-AMERIKA LINIE .....	20th inst.
SEGOVIA.....	MECCOZZI.....	Aust. str.	Meccozzi.....	SANDER, WIELER & CO. ....	To-morrow.
TRISTE.....	.....	Brit. str.	.....	BUTTERFIELD & SWIRE .....	20th May.
TRIESTE, &c., VIA SINGAPORE, &c.	IDOMENEUS.....	Brit. str.	.....	BUTTERFIELD & SWIRE .....	About early May.
GENOA, MARSELLES & LIVERPOOL.....	ACHILLES.....	Brit. str.	.....	BUTTERFIELD & SWIRE .....	20th inst.
GENOA, MARSELLES & LIVERPOOL.....	.....	Brit. str.	.....	BUTTERFIELD & SWIRE .....	27th inst.
NEW YORK, VIA PORTS & SUEZ CANAL.....	.....	Brit. str.	.....	BUTTERFIELD & SWIRE .....	4th May.
VANCOUVER, VIA SHANGHAI, &c.	.....	Brit. str.	.....	BUTTERFIELD & SWIRE .....	19th inst.
VICTORIA (H.C.) & TACOMA VIA JAPAN.....	LYRA.....	Brit. str.	G. V. Williams.....	BUTTERFIELD & SWIRE .....	To-morrow.
MANILA, &c., VIA SWATOW & AMOY.....	HYSON.....	Brit. str.	A. Wagner.....	BUTTERFIELD & SWIRE .....	23rd inst.
MANILA, &c., VIA SWATOW & AMOY.....	.....	Brit. str.	.....	BUTTERFIELD & SWIRE .....	19th inst.
MANILA, &c., VIA SWATOW & AMOY.....	H.G.H. Lewellen.....	Brit. str.	.....	BUTTERFIELD & SWIRE .....	19th inst.
MANILA, &c., VIA SWATOW & AMOY.....	.....	Brit. str.	.....	BUTTERFIELD & SWIRE .....	10th inst.
MANILA, &c., VIA SWATOW & AMOY.....	.....	Brit. str.	.....	BUTTERFIELD & SWIRE .....	18th inst.
MANILA, &c., VIA SWATOW & AMOY.....	.....	Brit. str.	.....	BUTTERFIELD & SWIRE .....	13th inst.
MANILA, &c., VIA SWATOW & AMOY.....	.....	Brit. str.	.....	BUTTERFIELD & SWIRE .....	16th inst.
MANILA, &c., VIA SWATOW & AMOY.....	.....	Brit. str.	.....	BUTTERFIELD & SWIRE .....	17th inst.
MANILA, &c., VIA SWATOW & AMOY.....	.....	Brit. str.	.....	BUTTERFIELD & SWIRE .....	20th inst.
MANILA, &c., VIA SWATOW & AMOY.....	.....	Brit. str.	.....	BUTTERFIELD & SWIRE .....	18th inst.
MANILA, &c., VIA SWATOW & AMOY.....	.....	Brit. str.	.....	BUTTERFIELD & SWIRE .....	19th inst.
MANILA, &c., VIA SWATOW & AMOY.....	.....	Brit. str.	.....	BUTTERFIELD & SWIRE .....	21st inst.
MANILA, &c., VIA SWATOW & AMOY.....	.....	Brit. str.	.....	BUTTERFIELD & SWIRE .....	22nd inst.
MANILA, &c., VIA SWATOW & AMOY.....	.....	Brit. str.	.....	BUTTERFIELD & SWIRE .....	23rd inst.
MANILA, &c.,					

**OCEAN STEAM SHIP CO., LTD.  
AND  
CHINA MUTUAL STEAM  
NAVIGATION CO., LTD.  
JOINT SERVICES.**

**FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.**

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,  
AND SUMATRA PORTS.

**OUTWARDS.**

STEAMERS	DUE
"HYSON"	On 17th April.
"PROMETHEUS"	On 24th April.
"DECALION"	On 1st May.
"ULYSES"	On 7th May.
"DARDANUS"	On 13th May.

**HOMEBWARDS.**

STEAMERS	TO SAIL
"MACHAON"	On 12th April.
"IDOMENEUS"	On 14th April.
"TELEMACHUS"	On 26th April.
"ANTENOR"	On 10th May.
"ACHILLES"	On 20th May.

\* Taking cargo for Liverpool at London rates.

**TRANS-PACIFIC SERVICE.**

STEAMERS	TO SAIL
VICTORIA, SEAPLIE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE & YOKOHAMA	"HYSON" On 19th April.
The s.s. "ANHUI" left Port Darwin on the 30th inst., for Manila and Hongkong.	For Freight, apply to—

**BUTTERFIELD & SWIRE,  
AGENTS.**

Hongkong, 5th April, 1904.

**NOTICES TO CONSIGNEES**

BOSTON TOWBOAT COMPANY.

**NOTICE TO CONSIGNEES.**

STEAMSHIP "LYRA"  
FROM TACOMA, SEATTLE, YOKO-  
HAMA, KOBE AND MOJI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LTD., Agents.

Hongkong, 5th April, 1904.

**NOTICE TO CONSIGNEES.**

THE P. & Q. S. N. Co.'s Steamer

**"MAITA"**

FROM BOMBAY, COLOMBO AND  
STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out by mark, and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo:—

From London, &c., ex s.s. "Himalaya" and  
"Somali".

From Calcutta, ex s.s. "Syria".

From Persian Gulf, ex s.s. B. I. S. N.

and B. & P. S. N. Co.'s steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 4 P.M. To-day, the 8th inst.

Goods not cleared by the 14th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claim will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 8th April, 1904.

**OCEAN STEAMSHIP COMPANY,  
LIMITED,**

AND  
CHINA MUTUAL STEAM NAVIGA-  
TION COMPANY, LIMITED.

**CONSIGNEES per Company's Steamer**

"JASON"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 13th instant.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M. on the 18th inst.

No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 18th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 21st inst., or they will not be recognised.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 9th April, 1904.

**OCEAN STEAMSHIP COMPANY,  
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AND  
CHINA MUTUAL STEAM NAVIGA-  
TION COMPANY, LIMITED.

**CONSIGNEES per Company's Steamer**

"ACHILLES"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 13th instant.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 2 P.M. on the 18th inst.

No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 18th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 21st inst., or they will not be recognised.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 11th April, 1904.

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